

**THE FOLLOWING LETTERS IN REGARDS TO  
ITEM 103 HAVE BEEN RECEIVED BY THE  
CALIFORNIA TRANSPORTATION  
COMMISSION.**

**PLEASE SEE THE RELATED BOOK ITEM  
FOLLOWING THE LETTERS.**

Richard Estabrook  
2026 Primrose Drive  
Willits, CA 95490  
(707) 459-5711

California Transportation Commission  
1120 N Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

**RE: Safety of the Willits Bypass**

Dear Commissioners:

I am writing to bring to your attention to potential safety issues regarding the proposed Willits Bypass project being considered for final funding.

As you know, the Willits Bypass is officially a 4-lane bypass project; however, due to funding constraints, it is going to be built in phases, where two of the traffic lanes would be constructed now and the other two would be built at some future date. In reality, the odds of ever seeing a 4-lane bypass are remote given the low traffic volumes, ongoing budget issues, and competition for funding in more densely populated areas of the state.

For all practical purposes, the Willits Bypass is a 2-lane highway and will remain as such for the foreseeable future. Unfortunately, because of the phased construction approach, the bypass is not being designed as a true 2-lane highway. Rather, it is being designed as half of a 4-lane freeway; built for high speed traffic traveling in the same direction.

Putting bi-directional traffic on such a facility raises serious safety concerns, which are also recognized by Caltrans. During the development of alternatives for the EIR/EIS, consideration was given for a permanent 2-lane bypass that would feature a median barrier to separate the lanes, a design feature that has proven to significantly reduce the rate of head-on collisions. This alternative, proposed by a local citizens group, was rejected by Caltrans as stated below:

*“Further, we discussed the need to build a facility that was safe for the motoring public. Our projections indicate a two-lane facility would result in twice the number of accidents that would occur on a four-lane freeway. You suggested a two-lane facility with a median barrier. As I indicated at our meeting, there is no way Caltrans would consider such a facility.”<sup>1</sup>*

In response to comments supporting a two lane option in the final EIR/EIS, Caltrans reiterates their position:

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<sup>1</sup> Letter from Rick Knapp, Caltrans District 1 Director, to Ellen Drell of the Willits Environment Center, April 25, 2000

*“In addition, considering that the statewide average collision rates for four-lane divided facilities are substantially lower (0.45 accidents per million vehicle miles) than the collision rates for two-lane conventional highways (1.17 accidents per million vehicle miles), the matter of improved safety (which is also a component of the project’s purpose and need) must be balanced with environmental considerations.”<sup>2</sup>*

Clearly, Caltrans is proposing to build a facility that they know will result in over twice the accidents and at least twice the fatalities of a properly designed facility, in an effort to cut corners and save money. While it is possible to design and construct a relatively safe two-lane bypass, it appears that Caltrans has no interest in doing so.

This assertion was verified in an email<sup>3</sup> from Dave Kelley, the chief Caltrans design engineer for this project:

*“The purpose and need of the project, including improved safety, will be met when the four-lane bypass is constructed. Right of way has been purchased for the four-lane project, the four-lane project is being mitigated for, and fill for the four-lane project is being placed in phase one.”*

Federal regulations (23 CFR § 625.2(c)) require that any roadway that is part of the National Highway System be designed to “*provide the highest practicable and feasible level of safety for people and property...and to reduce highway hazards and the resulting number and severity of accidents...*”. I have seen no evidence that the funding and construction of the bypass as designed would meet this regulation.

I am asking the Commission and the Federal Highway Administration to consider withholding funding for this project until Caltrans demonstrates that they are going to construct a safe two lane bypass, and not just half of a four-lane freeway.

Sincerely,



Cc: Ken Kochevar, Federal Highway Administration (via email)  
Assemblymember Wes Chesbro, 311 N. State Street, Ukiah, CA 95482

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<sup>2</sup> Final EIR/EIS, Response to comment 34-11, October, 2006

<sup>3</sup> Email from Dave Kelley, Caltrans, to Bob Whitney, May 17, 2010



roy krausen  
<roykrausen@gmail.com>  
05/22/2010 06:23 PM

To California\_Transportation\_Commission@dot.ca.gov  
cc  
bcc  
Subject The proposed Caltrans Willits Bypass is poorly planned

History:  This message has been forwarded.

I am a local resident living near Willits and an active community member in planning improvements to the Willits Main Street. I am against the present Bypass plan because it won't improve the North-South 101 bottleneck at Willits, and will leave the City with the same internal traffic problems we've always had.

You must have received many letters from our area that have expressed opposition to the Willits Bypass as planned, and particularly in the overly hasty manner this final plan was proposed to our community. However, my worst fear is that if we are successful in turning back this proposal we get no bypass, no funds for cheaper alternatives to reduce main street traffic, and that we're stuck for the next 20 years with what we have.

Is there someone negotiating on Willits' behalf with the CTC so the State and County pay less, the bottleneck along 101 (at Safeway) is eliminated, and Willits gets a more tranquil Main Street? I'm not sure Caltrans is our best representative. They seem to define California transportation as freeway building. Yet what we need is something like a simpler 2-lane highway bypass that doesn't climb 30 feet over a defunct railway line, a Sherwood Road intersection change that makes turning North on 101 easier so traffic can actually utilize a new interchange, and eliminating the bottleneck just South of Safeway where much of the traffic travelling to and from the Coast (most of our thru holiday traffic, in fact) will continue to drive through Willits because the Bypass proposal does not address this issue at all.. Hopefully some of the savings to a more focussed proposal by Caltrans will be set aside as a lump sum relinquishment of responsibility payment to the City of Willits that pays for deferred maintenance and helps us towards rebuilding Main Street to a pedestrian-friendly downtown.

Yours,  
Roy Krausen  
member of the Willits Main Street Committee



"R O N of Willits, California"  
<norwal13@yahoo.com>  
05/22/2010 11:20 PM

To California\_Transportation\_Commission@dot.ca.gov  
cc Susan Bradley <cahtoview@willitsonline.com>, "Susan/John  
R. Bradley" <cahtosj@mcn.org>  
bcc

Subject I am against the Willits' By-Pass...

History:  This message has been forwarded.

Saturday...10:59 PM...5-22-2010

I stand against the Willits' Bypass...Noise pollution would increase during construction and the speed of the vehicles would require to build sound walls and individuals' hearing would definitely diminish...Traffic congestion would increase during the years of construction...Business failures would increase during all phases of construction...Actual Caltrans data shows a reduction in all traffic going north of Santa Rosa, Sonoma County...Nature would take a direct hit and much of the already fragile ecosystem would take decades just to begin recovery...The monies spent would be best used for schools and hospitals especially with a down economy and changing times like global warming...Water which is necessary for all life would be greatly affected and would be diminished during and after construction...Stand for our future not the definition of Caltrans for an expanded freeway which started back in the 1950s...It appears that it is now 2010...Slower traffic saves gas and saves lives as faster traffic means more deaths of all life forms...Please Stop the Willits' Bypass...At the least I am requesting a hearing with the public to be held in Willits for all questions to be answered...



RONALD LIPPERT, AHT 707-513-7620  
NORWAL13@YAHOO.COM  
315 S Main St, P. O. BOX 952, WILLITS, CA 95490, U S A





roy krausen  
<roykrausen@gmail.com>  
05/24/2010 01:14 PM

To California\_Transportation\_Commission@dot.ca.gov  
cc q@willitscity.com, dmckee@willitsnews.com  
bcc

Subject Opposing the present Willits Bypass proposal

History:  This message has been forwarded.

I am a local resident near Willits and sit on the Willits Main Street Committee working on ways to make our Main Street more pedestrian. On the face of it, a bypass would help achieve that goal. But the present CALTRANS proposal fails to address the State, County and Willits' traffic problems. Therefore I oppose this Bypass proposal..

This Bypass proposal does nothing to alleviate the traffic going to and from the Coast thru Hiway 20. It still must go through the center of Willits, and still is subject to the bottleneck just South of Safeway which ties up all traffic-- local, truck and thru traffic. It does nothing to encourage Brooktrails traffic to avoid the current cross-town route by turning North and getting to the nearest proposed intersection ( which is a few miles North of town), if driving South on 101. Thus that traffic will continue to clog our Main Street. In addition, without working to make a ground level crossing over the railway line, CALTRANS has endangered the tranquility of the VALley by increasing exponentially the noise coming from a raised freeway at least 30 feet above ground.

CALTRANS failed to address significant traffic problems they were commissioned to try to solve. I am concerned that when Willits rejects this proposal we will be left with the same horrendous traffic problems, though other cheaper solutions are available. In addition, CALTRANS is trying to hurry a Relinquishment agreement with Willits based on no real cost estimates, possibly putting our City at risk for a financial obligation we cannot afford. The real issue is we need to have a responsible body, Caltrans or an alternative planning agency, formulating a feasible plan, and locating funding, that is targeted to improving the State's and local traffic needs. Caltrans has failed in this present proposal

And it certainly doesn't help that Caltrans is trying to steamroll this decision within a couple of months despite over 30 years of lack-luster efforts. Roy Krausen, Willits



Susan Bradley  
<cahtosj@mcn.org>  
05/27/2010 12:28 PM

To California\_Transportation\_Commission@dot.ca.gov  
cc  
bcc

Subject Please Deny the Willits Bypass Project

History:  This message has been forwarded.

California Transportation Commission  
1120 N Street. MS-52  
Sacramento, CA 95814

May 27, 2010

Members of the California Transportation Commission:

RE: Willits Bypass

As a 45 year resident of the Laytonville Community, I felt that our North Mendocino County highway transportation needs were neglected when Caltrans and/or the State of California started construction on the Cloverdale bypass ahead of the more-congested town of Willits. As a family which must travel to or through Willits to attend doctors appointments, visit relatives, attend events, shop etc., it has been frustrating for too many years to deal with both the traffic and the congestion.

Now, however, as the process to build the Willits bypass nears its ground-breaking date, we feel we must add our voices to those who are asking you to deny the Willits Bypass Project. The exorbitant expense, the destruction of wetlands, landscape and wildlife, and the temporary inconvenience to those of us who must travel the 101 Highway, make this an unworthy effort, let alone expense. To think that a construction venture costing **Three Hundred Million Dollars** will not help to relieve the traffic within the City of Willits makes this project a boondoggle. A freeway that does not have interchanges to alleviate the most congested areas, the intersection at State Highway 20, or at the Sherwood Road entrance to the Brooktrails subdivision, is ludicrous.

The intersection at Sherwood Road has walking and driving high school students, for goodness sake, mixed with morning commuters deciding which direction, north or south, will benefit their commute the most! Presently south-bound commuters have only one choice allowing for safer expectations from pedestrians and others. Furthermore, Brooktrails needs additional access roads for its own emergency evacuation, let alone its constant traffic congestion. (You couldn't pay us to live in Brooktrails under the current conditions.)

My husband and I both believe the enormous amount of money being spent for bridges, fills, and overpasses would serve the area better if it were used to finance a better traffic pattern within the City of Willits as well as additional access roads for Brooktrails. Those of us who are often south-bound and would benefit most from the Willits bypass are a far smaller number than those who suffer the inconvenience of Willits' own congestion which is complicated by the west-bound traffic on Route 20, the steady traffic up to Brooktrails and the less dense traffic

headed north on Highway 101.

At this late date, we implore you to reconsider your decision to go ahead on this wasteful, almost entirely useless construction project.

Sincerely,

Susan and John R. Bradley  
P.O. Box 52  
Laytonville, California 95454  
[cahtosj@mcn.org](mailto:cahtosj@mcn.org)

cc: CongressmanMike Thompson  
California Assemblyman Wes Chesbro

*Jennifer Watts*

1094 Locust St., Willits, CA 95490  
707-459-9526

May 31, 2010

California Transportation Commission  
1120 N Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

RECEIVED

JUN 02 2010

SIGNATURE  
REQUIRED

Dear Mr. Ghielmetti:

I am writing you about the proposed Willits Bypass that CalTrans has been trying to institute for over fifty years. My husband and I have lived in Willits for 30 years and own and operate a small business here where we have raised our family.

There have been many meetings over the years called by CalTrans to show us the various routes that they have studied, and to give us a small idea of what the Bypass would mean to the residents of Willits and Little Lake Valley.

Until recently, there has never been full disclosure about the ramifications of this Bypass. We were told the haul road for thousands of truck trips carrying untold tons of fill dirt and rock, would be built on the footprint of the bypass, so there would be no additional impact to the local streets or to the valley. We have now been told that that isn't the case and our city roads will have to withstand the impact of this hauling without any financial help from CalTrans.

We also were only recently let in on the fact that building the viaduct will require driving some 600, 5-7 inch diameter piles into the ground about a half-mile from the Willits High School. The students and faculty, as well as the residents of Willits, will have to live with the noise and vibration of this pounding for two years! And the concrete batch plant will be built only ¼ mile from the Seventh-Day Adventist School. This was never mentioned when the City Council and many of the citizens supported the construction of the Bypass in our valley a few years ago.

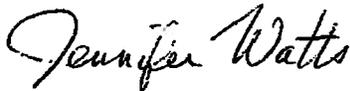
There was an understanding at that time that CalTrans would provide considerable funding for the City of Willits to refurbish its Main Street when CalTrans relinquished it, and there might even be money to build an alternate truck route through town. Now we learn that the relinquishment agreement will not include any money for maintenance, even as their haul trucks tear up our roads, much less for improvements.

CalTrans led many to believe that the Bypass would reduce traffic on our Main Street so that we could enjoy our peaceful town as the trucks and traffic rolled by unhampered by our stoplights. There were some among us who did not believe their numbers, but they were convincing to the decision-making powers. Now we are told that indeed there will be minimal if any reduction in traffic congestion, because all of the Highway 20 traffic will continue to pass through town. And anyone who has spent a little time watching the traffic north of the city limits knows that there isn't much to watch. That is all the traffic this Bypass will remove from our city streets.

CalTrans has not been forthright and open through all these years of meetings. They have skewed the statistics to justify their predetermined assumption that Willits needs a four-lane Bypass. But this Bypass will not effectively deal with either the city generated traffic or the interregional traffic. There are much better and cheaper ways to route the traffic through Willits which have not been fully explored. An alternative expressway or truck route would serve the area much more effectively at a fraction of the cost.

The Willits Bypass will afford minimal benefit for an extremely high cost, and we encourage the Commission to spend this money elsewhere.

Sincerely yours,

A handwritten signature in cursive script that reads "Jennifer Watts".

Jennifer Watts

Bob Whitney, M.A.



Economic &  
Environmental  
Planning

June 5, 2010

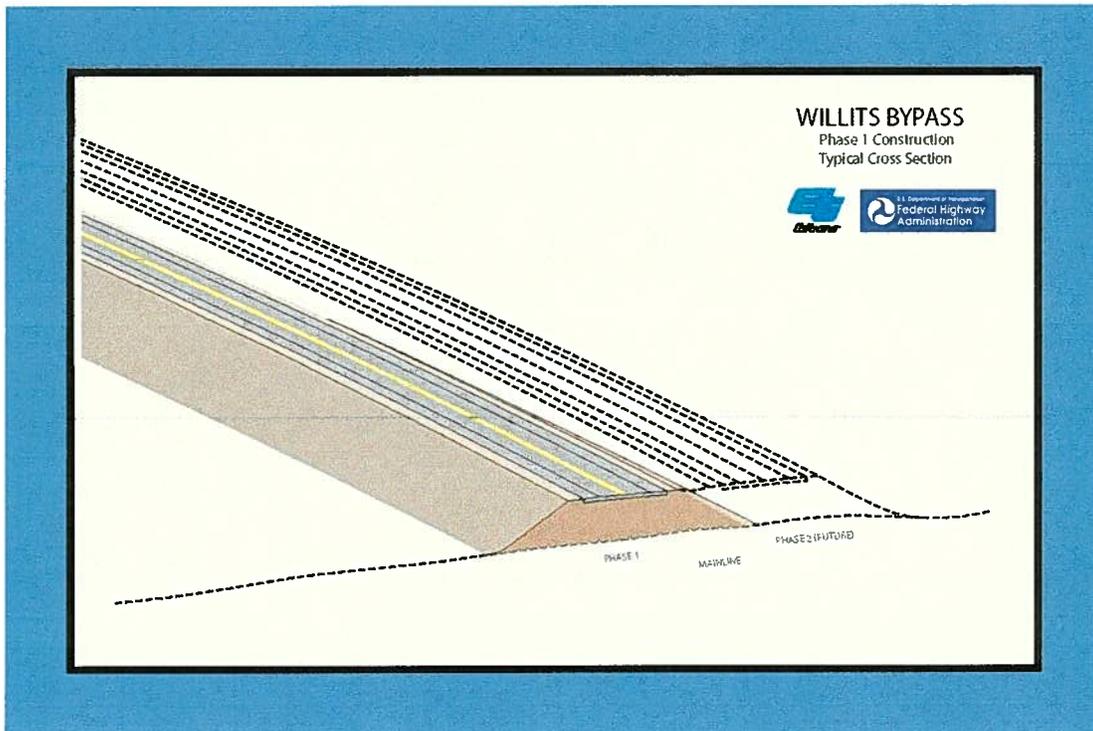
Mr. James Earp, Chair  
Bimla Rhinehart, Executive Director  
California Transportation Commission  
1120 N Street  
Room 2221 (MS-52)  
Sacramento, CA 95814

**RE: Unsafe Design of the Proposed Willits Bypass**

Dear Commissioners and Executive Director:

The Willits Bypass funding is scheduled to be on the CTC agenda during the June 30<sup>th</sup> - July 1st meeting. Federal regulations (23 CFR § 625.2(c)) require that any roadway that is part of the National Highway System be designed to *“provide the highest practicable and feasible level of safety for people and property...and to reduce highway hazards and the resulting number and severity of accidents...”*

A “Typical Cross Section” fill design for the Willits Bypass Phase I Construction that is available on the project website ([www.dot.ca.gov/dist1/d1projects/willits](http://www.dot.ca.gov/dist1/d1projects/willits)) shows the paved two-way phase I and the unpaved phase II drawing below.

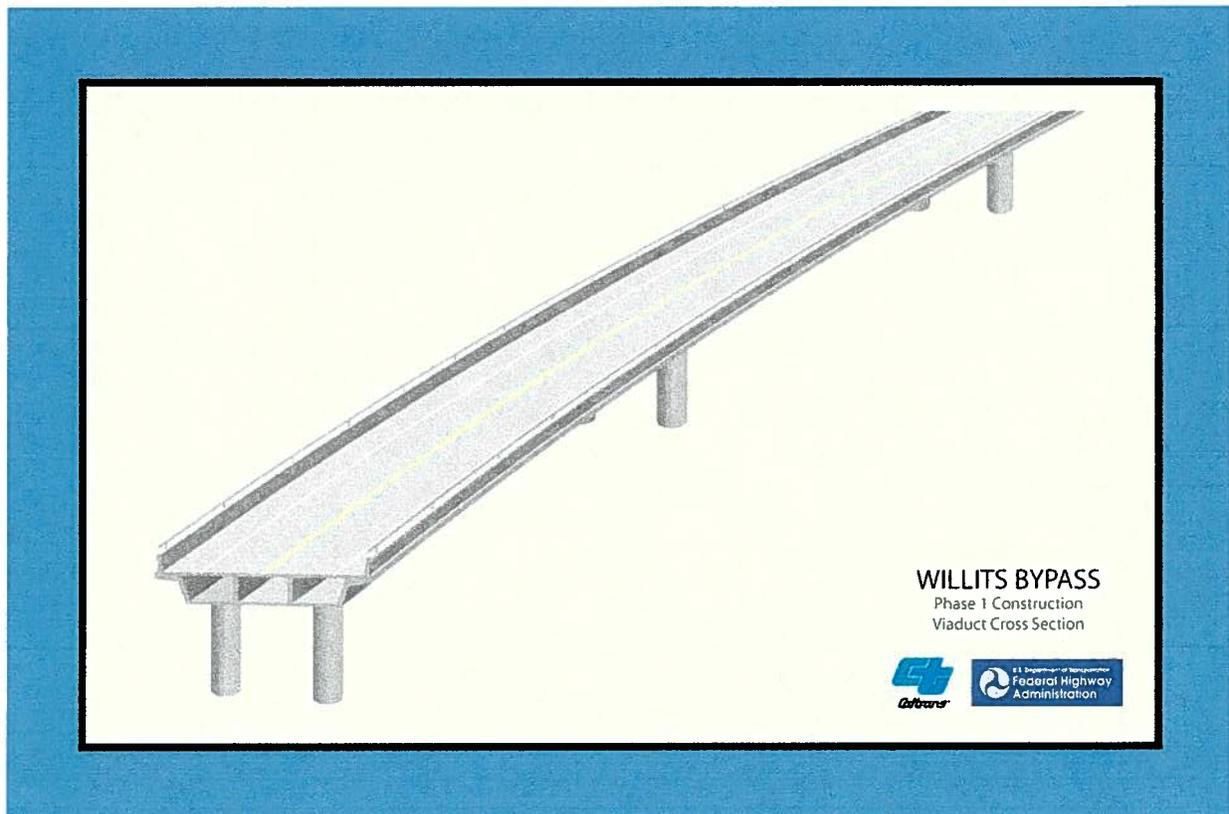


The Caltrans project manager, Dave Kelley, has been asked, but has failed to provide the following: an analysis that demonstrates the currently designed two-lane Willits Bypass will improve safety over and above the existing Highway 101/20 through Willits; a map or description for the designed speeds along the roadway between the two proposed interchanges; a map or description for the designed separation of north bound and south bound vehicles, such as a median barrier and/or parkway separation along the new roadway; a map or description for the designed shoulder width of the new roadway; and a map or description for the designed emergency access routes between the two interchanges.

In a May 17, 2010 email to Bob Whitney, the Caltrans project manager, Dave Kelley, admitted that improved safety would not occur until the four-lane Willits Bypass was built, sometime in the future:

*“The purpose and need of the project, including improved safety, will be met when the four-lane bypass is constructed. Right of way has been purchased for the four-lane project, the four-lane project is being mitigated for, and fill for the four-lane project is being placed in phase one.”*

A “Viaduct Cross Section” design for about a total of two miles of the proposed two-lane Willits Bypass Phase I Construction that is available on the project website is provided below.



From the two project design drawings above, it appears that Caltrans is planning to build just the southbound half of the bypass with a centerline for two-way traffic. Until the additional two lanes of the Willits Bypass are funded and constructed, if ever, the proposed two-lane Willits Bypass is designed to have freeway speeds, a center line with no center divider or parkway, no emergency access for about 5.5 miles (with 2 miles of viaduct) between the two proposed interchanges, and insufficient shoulder width. This can be expected to cause a substantial degradation in overall traffic safety for decades.

Reliance on some future planned project will not lower the increased traffic collisions, and consequent increase in accident injuries and deaths resulting from the lack of safety design in the current proposed project. Caltrans is aware of this inconsistency with the Purpose and Need that the proposed two-lane Bypass will not improve safety, and will most probably significantly degrade safety.

In a letter from Rick Knapp of Caltrans to Ellen Drell of the Willits Environmental Center dated April 25, 2000, summarizing a meeting to discuss the two-lane bypass with a median barrier option, Mr. Knapp states:

*“Further, we discussed the need to build a facility that was safe for the motoring public. Our projections indicate a two-lane facility would result in twice the number of accidents that would occur on a four-lane freeway. You suggested a two-lane facility with a median barrier. As I indicated at our meeting, there is no way Caltrans would consider such a facility.”*

Factoring in the remaining dangerous section of the narrow two lane State Hwy 20 south of Willits that connects with the proposed southern interchange will create a serious decline in the public health and safety compared to the existing safety conditions.

Furthermore, even the Caltrans traffic safety analysis of the four-lane Willits Bypass appears to be flawed in the WILLITS BYPASS MENDOCINO COUNTY KP R69.4/KP 84.2 (PM R43.1/52.3) [EA26200] FINAL ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT *October 2006*, VOLUME 1 OF 4, which states:

2.2.2 Traffic Safety Collision comparisons for the alternatives considered in the May 2002 DEIS/EIR can be found in Section 3.5.1 of the DEIS/EIR (see Volume 3). The same assumptions that generated the comparison information for Alternatives E3, C1T, LT, and J1T were used for generating projections for Modified Alternative J1T (statewide collision rates for a 5- year period, and Year 2028 ADTs). The revised traffic analysis conducted for Modified Alternative J1T concluded that it would operate similarly to Alternative J1T (Caltrans 2004a). The number of total collisions, based on statewide collision rates at the predicted ADT for similar facilities as Modified Alternative J1T, is approximately 35 percent below the No-Build Alternative. Modified Alternative J1T would provide an alternate route for Main Street traffic; therefore, based on statewide average collision rates for similar facilities, **the number of collisions on Main Street with a bypass is less than the number of collisions for the No-Build Alternative.** (bold has been added for emphasis)

It seems that the claim that this preferred four-lane Willits Bypass alternative will improve safety should compare the existing condition of the number of collisions for the No-Build Alternative on Main Street (Hwy 101/20), to the number of collisions for the proposed project, which is the four-lane Bypass plus Hwy 20 from the signalized intersection with Main Street, south to the location of the proposed southern interchange. The two-lane Willits Bypass may improve congestion for awhile, but actually, through increased speeds, with no center divider, lack of emergency access and insufficient shoulder width, cause a degradation in overall safety; particularly when factoring in the remaining dangerous section of the high speed narrow two lane Hwy 20 south of Willits to the southern interchange. In a response to comments (34-11) in the final EIR that criticizes a two-lane bypass suggested by Rich Estabrook:

*“In addition, considering that the statewide average collision rates for four-lane divided facilities are substantially lower (0.45 accidents per million vehicle miles) than the collision rates for two-lane conventional highways (1.17 accidents per million vehicle miles), the matter of improved safety (which is also a component of the project’s purpose and need) must be balanced with environmental considerations.”*

Now Caltrans is proposing just such a two-lane bypass without adequate safety measures, which is expected to almost triple accidents, as well the severity of those accidents, with head on collisions, that will further tax

emergency response services, paid for by local taxpayers through the Little Lake Fire Department, Brooktrails Township Fire Department, and Mendocino County Sheriffs Department, as well as needlessly endangering our public health and safety.

State Highway 37 is a successful example of a former very dangerous unsafe section of an undivided two-lane highway that has been improved to be a much safer and scenic two-lane divided highway for most of its length between Novato and Vallejo. Please see an aerial photo of this improved design below.



Let's not fund an unsafe highway and experience decades of injuries, deaths and liability. The Willits Bypass should be redesigned now, before construction starts, to comply with Federal regulations (23 CFR § 625.2(c)) and state safety requirements, as well as achieve the Purpose and Need of the project.

Thank you for taking this critical concern of safety into consideration. Life and limb are in your hands.

Sincerely,

Bob Whitney  
2010.06.05 11:38:59 -07'00'

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 30 – July 1, 2010

Reference No.: 2.5c.(4)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

Prepared by: Steven Keck  
Division Chief  
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE-ADMINISTERED STIP PROJECTS  
ON THE STATE HIGHWAY SYSTEM (ADVANCEMENTS)  
RESOLUTION FP-09-52**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends the California Transportation Commission allocate \$137,947,000 for three State-administered State Transportation Improvement Program (STIP) projects on the State Highway System, programmed in Fiscal Year 2010-11, as follows:

- o \$133,241,000 for two STIP projects; and
- o \$4,706,000 for one STIP Transportation Enhancement projects

## **ISSUE:**

The attached vote list describes three State-administered STIP projects on the State Highway System for \$137,947,000, plus \$4,544,000 from local sources. Although the Transportation Investment Fund is over-allocated, these allocations represent only \$15,820,000 from that account, leveraging \$126,671,000 from local and federal sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

## **FINANCIAL RESOLUTION:**

Resolved, that \$117,960,000 be allocated from the Budget Act of 2007, Budget Act Item 2660-301-0890, \$4,167,000 from the Budget Act of 2008, Budget Act Item 2660-301-0890, and \$15,820,000 from Non-Budget Act Item 2660-801-3008, for three State-administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA PPNO Program/Year Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
<b>2.5c.(4) State Administered STIP Projects on the State Highway System (Advancements)</b>				<b>Resolution FP-09-52</b>
1 \$126,201,000 Department of Transportation <u>MCOG</u> Mendocino 01N-Men-101 T43.5/51.3	Near Willits (Willits Bypass), from Haehl Creek overhead to Reynolds Highway. Construct 2 lane highway on new alignment.  Final Project Development: NA  Right of Way Estimate RIP: \$ 14,012,000 Programmed Amount: \$ 14,012,000 Adjustment: \$ 0  Right of Way Estimate IIP: \$ 12,738,000 Programmed Amount: \$ 12,738,000 Adjustment: \$ 0  This allocation splits off Coho Salmon Mitigation project PPNO 0125Y, EA 26201. The funding will come from the parent project (PPNO 0125F) and is programmed as follows: Const \$ 1,900,000_ IIP FY 2012-13 * Project includes Grandfathered Support  ----- This allocation splits off Wetland/Riparian Mitigation project PPNO 0125X, EA 26202. The funding will come from the parent project (PPNO 0125F) and is programmed as follows: Const \$ 30,420,000_ IIP FY 2010-11 * Project includes Grandfathered Support  ----- This allocation splits off Willits Bypass Relinquishment. PPNO 0125W, EA 26203. The funding will come from the parent project (PPNO 0125F) and is programmed as follows: Const \$ 5,680,000_ IIP FY 2014-15  ----- <u>Outcome/Output:</u> Reduce vehicle delay, improve safety and Level of Service for local and interregional traffic.	262001 01-0125F RIP / 10-11 CONST \$17,310,000  IIP / 10-11 CONST <del>\$146,891,000</del> <b>\$108,891,000</b>	2007-08 801-3008 TIF 301-0890 FTF  2007-08 801-3008 TIF 301-0890 FTF	\$1,985,000  \$15,325,000  \$12,489,000  \$96,402,000
2 \$7,040,000 Department of Transportation <u>LACMTA</u> Los Angeles 07S-LA-138 54.3/55.3	Near Littlerock, from 77th Street East to 89th Street East. Widen from 2 to 4 lanes with median turn lane.  Final Project Development Adjustment: N/A  Final Right of Way (RIP) Right of Way Estimate: \$1,403,000 Programmed Amount: \$2,694,000 Adjustment: \$1,291,000 (Credit)  Final Right of Way (IIP) Right of Way Estimate: \$105,000 Programmed Amount: \$196,000 Adjustment: \$ 91,000 (Credit)  <u>Outcome/Output:</u> Widen roadway from 2 to 4 lanes with median turn lane and improve drainage.	127221 07-3326 RIP / 10-11 CONST \$7,040,000	2007-08 801-3008 TIF 301-0890 FTF	\$807,000  \$6,233,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund Type	Amount by Fund Type
<b>2.5c.(4) State Administered STIP Transportation Enhancement Projects on the State Highway System (Advancement)</b>				<b>Resolution FP-09-52</b>
3 \$4,706,000 Department of Transportation TRPA El Dorado 03N-ED-50 77.3/79.3	In South Lake Tahoe (TRPA), from Trout Creek to Ski Run Boulevard. Roadway improvements.  Final Project Development Support Estimate: \$2,619,000 Programmed Amount: <u>\$2,500,000</u> Adjustment: \$ 0 <20%  Final Right of Way Right of Way Estimate: \$1,800,000 Programmed Amount: <u>\$1,800,000</u> Adjustment: \$ 0  (Construction savings of \$2,296,000 to return to El Dorado county regional share balance.)  (STIP project EA 03-436010 is combined for construction with SHOPP project EA 03-1A7331 under new EA 03-1A73U1. Concurrent vote under 2.5b.(1), Project 7.)  (Contributions from local sources: \$ 4,544,000.)  <u>Outcome/Output:</u> Class II bike lanes, curb and gutter, sidewalks, ADA compliant curb ramps, and landscaping with pedestrian lighting. Four miles of Class II bike lanes.	1A73U1 03-3208 RIP / 10-11 CONST ENG CONST <del>\$6,700,000</del> <b>\$4,404,000</b>  RIP TE / 09-10 CONST \$302,000	2008-09 801-3008 TIF 301-0890 FTF	\$539,000 \$4,167,000